**Amendments to the Specification:**

Please replace paragraph **[00019]** with the following amended paragraph:

**[00019]** Figure 1 shows the communication which takes place prior to the loading and delivering of beverage products according to the present invention. Specifically, bulk customers such as mass-market and supermarket stores **13** with loading docks, smaller retailers accepting delivery at ground level **12**, and even individual vending machines **11**, communicate their product needs by telephone **9**, **14** as illustrated, computer networks and satellite linkages to the data processing facilities **16** of the beverage manufacturer. The order information is processed at the data center **16** and made available to the personnel in the beverage warehouse **10**. Traditionally, both bulk delivery tractor-trailer trucks for mass-market and supermarket stores and side load route trucks for smaller accounts would be utilized as delivery vehicles **17**. However, according to the present invention, both bulk and route accounts may be delivered from the same trailers. Accordingly, a preferred delivery trailer will comprise a 28'-6" long rear entry trailer, typically with a 102" outer width and 98" inner width. The trailer requires approximately 12-1/2' road clearance. The trailer is provided with a rail-type lift gate, which is ICC bar and dock lock compatible. Preferably the lift gate will be able to proceed from up to down location within 15 seconds, and have a capacity of 3,500 to 4,000 lbs. The gate should have approximately a 5' deep work area, with a 16" taper downward toward the ground. Also, it is preferable that the ramp operational controls travel with the operator. An optional curbside ramp may also be provided.

Please replace paragraph **[00022]** with the following amended paragraph:

**[00022]** A product support and delivery system constructed according to the present invention is shown generally at **20** in Figures 3 and 4 and comprises a plurality of wheeled modules or carts **21**, positionable within a van trailer **22** along opposite side walls **23** thereof on a floor **124** of the trailer **22** in longitudinally extending rows $R^1$, $R^2$ which extend from a front wall **125** of the trailer **22** toward the back **126** thereof. Space is provided between the adjacent rows $R^1$, $R^2$, defining a center aisle for accommodating the passage of a hand truck **[[127]]** 27 (Figures 8A, 8B) used by an operator to remove multiple mini-stacks of palleted containers **31** from the carts **21** for transport to a retail sales facility.

Please replace paragraph **[00023]** with the following amended paragraph:

**[00023]** The interior of the trailer **22** is preferably wood with an E-track on the sides and front. The walls and ceiling should be insulated and there should be interior light with a light switch inside the trailer **22**. Typical trailers **22** shown in Figures 3, 4, 9A, 9B, and 11A will hold 7 mobile beverage carts such as mini-pallet containers **21, 121** as illustrated in Figures 3 and 4, along each side, and the center aisle may be utilized to hold pallets to form a false bottom and a curb ramp **154**. Optional equipment will include a heater, an automatic trailer door opener, a box for deposit returns, and pineal hooks in order to allow a single ~~tracker~~ tractor to pull two or three trailers.

Please replace paragraph **[00025]** with the following amended paragraph:

**[00025]** Each cart **21** is closed on three of its sides and incorporates a pair of side panels **136** and a back panel **137**. The front **138** of the cart **21** is open to permit loading and unloading of the stacked containers **31** (Figure 5C) from the cart **21**. The side and back panels **136, 137** are secured to the framing of the cart and may be fabricated from any of a number of tough,

generally rigid materials, such as aluminum plating or synthetic plastic sheets. The panels **136, 137** are preferably molded organic polymeric structures fabricated from materials such as a heavy gauge thermoformed polypropylene or polyethylene, engineered plastics, or the like, to provide lightweight, durable, corrosion resistant, readily cleanable walls for the cart **21**. Figure 5H illustrates the preferred manner of securing the panels **136, 137** to the rails **32-35** and base **28**. The rails **32-35** are preferably formed as extrusions and include a channel or groove **39** in which a peripheral tongue **40** on the panels **[[36, 37]]** **136,137** is received, such that the panels **136, 137** are captured and permanently retained by the base **28** and rails **32-35** without need for fasteners.

Please replace paragraph **[00026]** with the following amended paragraph:

**[00026]** The floor **131** of the cart **21** is preferably angled so as to tilt downwardly from the front **138** toward the back **137** of the cart **21** at an angle of about 3 to 5 degrees. The slight angle of the floor **131** serves to tilt the stacks of containers **31** inwardly of the carts **21** away from the aisle [[A]] to stabilize the load during transport, as illustrated in Figure 5C.

Please replace paragraph **[00027]** with the following amended paragraph:

**[00027]** Referring to Figures 5D and 5E, the floors or bottom supports **131** of the carts **21** are preferably fabricated from a series of elongate floor sections **41**, each having a flat load-supporting upper wall **42** and underlying beam formations **43** along their edges. The beams **43** of adjacent panels have interlocking portions **44, 45** (Figure 5E) that, when interfitted, join the panels **41** to provide a continuous reinforced floor surface **[[31]]** **131** which is secured to the base frame **28**, such as by welding or with mechanical fasteners. The interior space of each cart **21** is

sized to accommodate multiple, and preferably four, mini-stacks of the containers **31**, each supported on an associated mini-pallet **30**, as illustrated diagrammatically in Figure 5C.

Please replace paragraph **[00028]** with the following amended paragraph:

**[00028]** Two rows of commercially available E-track **46a**, **46b** extend horizontally along and are secured to the interior surface of the side **136** and back **137** panels. One row **46a** is located about midway up the panels **136**, **137**, and an upper row **46b** is located adjacent the upper ends of the panels **136**, **137.** The E-track **46** is accommodated within recesses or channels **47** formed in the panels **136, 137**, as illustrated in Figure 5G, such that the face of the E-track **46** lies generally flush with the inner surface of the panels **136**, **137**. The E-track sections **46** may be joined to the panels **[[36, 37]]** 136,137 by means of rivets **48** or the like extending through openings **48a**. The tracks **46** have a series of punched out openings **49** that receive angular end hooks or clips **50** (Figure 5F) secured to the opposite side edges of a retaining tarp or curtain **51**. The tarp **51** can be removed from the stowed position shown and, as illustrated diagrammatically in broken lines in Figure 5F, the tarp **51** is operative to wrap about a partial load to assist in securing the stack of containers from tipping forwardly out of the carts **21** during transport. The full extension of the E-track **46** across the side **136** and back **137** panels enables the tarp **51** to secure virtually any size load. The general use of an E-track **46** and belt or curtain **51** securement system is known, per se, for retaining cargo in a trailer.

Please replace paragraph **[00037]** with the following amended paragraph:

**[00037]** The brackets **57** are fabricated of a strong, rigid material such as aluminum or structural plastic material, and each has a base portion **63** that is secured by rivets R or the like to the side wall **23[[, 24]]** of the trailer **22**, and preferably to a cargo track **64** that is fixed to the side

wall **23[[, 24]]** and extends the length of the trailer in position to mount the brackets **57**. The base portions **63** of the brackets **57** support cart retaining portions **65** which are configured and positioned to retain the locking posts **58** of the carts **21**. The cart-retaining bracket portions **65** preferably have generally an L-shaped configuration, including a top wall portion **66** that extends transversely away from the side wall **23** on which the bracket **57** is mounted in a generally horizontal plane above the level of the top posts **58**. They further include a forward retaining wall section **67** that projects downwardly from the top wall portion **66** to a level below the free ends of the locking posts **58**, and preferably beyond the end caps **59** as best shown in Figures 7C and 9D. The L-shaped configuration of the cart-retaining portions **65** provides a locking channel **68** that is closed at the top and front by the top wall and retaining wall sections **66, 67**, open at the bottom, and open at opposite longitudinal ends **69**.

Please replace paragraph **[00039]** with the following amended paragraph:

**[00039]** Alternative means of securing the mini-pallet containers to the trailer **22** walls are possible as illustrated in Figs. 9F and 9G where the pin lock consists of a base plate **171** with protruding upper and lower clevis type members **180** each having first apertures **174** and second apertures **177**. A U-shaped member **172** having blades **179** on either side of channel **178** is then placed between the clevis members **180** and restrained there by nut **175** and bolt **173**. When so restrained by the bolt **173** passing through channel **178** and first apertures **174**, the U-shaped member **172** is free to turn from side to side. A mobile beverage cart **21** is then pushed into position against the protruding clevis type members **180** and the U-shaped member **172** pushed against the corner post **27** of the mobile beverage cart until one of the forward plates **179** restrains that post from moving forward. Pin **176** is then placed through second apertures **177** of

the clevis type member **180**. This prevents the U-shaped member **172** from rotating to free the corner post **27**. A similar pin lock **170** is also applied to the opposite rear lower post of the mini-pallet container **21**. Once all fourteen mini-pallet containers **21** are in the trailer **22**, the fold down floors **25** are lowered forming a false floor. In addition, the fold down floors **25** tend to restrain the lower portions of the mini-pallet containers from rolling away from the trailer walls **56**. Alternatively, if fold down flooring **25** is not provided on the mini-pallet containers **21**, plastic pallets may be placed in the aisle **158** to accomplish a similar purpose. At the end of the false floor created either by pallets or fold down floor **25**, a ramp section **154** is added to permit use of handcart **[[127b]] 27**.

Please replace paragraph **[00040]** with the following amended paragraph:

**[00040]** Referring now particularly to Figure 9E, the top wall section **66** of each bracket **57** is formed with an opening **70** that is positioned to align with the socket **62** in the end cap **59** of the aft locking post **58** of each cart **21** (that is, the locking post **58** of each cart nearest the rear end **[[26]] 126** of the trailer **22**). A locking pin **71** associated with each bracket **57** is extendable into the aligned openings **70**, **62** to lock the carts **21** to the brackets **57** and positively locate and secure the carts **21** longitudinally of the trailer **22**. In other words, the carts **[[2]] 21**, when locked, are precluded from longitudinal movement in the trailer **22** and are positively located in fixed positions with respect to the other carts **21** within a row and apart from the other row to thereby maintain the width of the aisle **158** within predetermined limits. The opening **70** in each bracket **57** is preferably elongated in the lateral direction as illustrated in Figure 9E to permit limited lateral movement of the carts **21**.

Please replace paragraph **[00041]** with the following amended paragraph:

**[00041]** As the first cart **21** is wheeled into the trailer **22**, it is moved toward the front **125** and oriented such that its back corner rails **35** are positioned against one of the side walls **23** of the trailer **22**. The leading locking post **58** of the cart **21** is guided into the open aft end **69** (i.e., the end nearest the rear **126** of the trailer) of the locking channel **68** of the foremost bracket **57** (i.e., the bracket **57** nearest the front wall **125** of the van trailer **22**), while at the same time the locking post **58** on the aft or trailing end of the cart **21** is guided into the locking channel **68** of the next adjacent bracket **57** along the wall. Once the first cart **21** is positioned and the top opening **62** of the aft end cap aligned with the opening **70** of the bracket **57**, the foremost locking pin **71** is extended through the openings **62**, **70** from above to positively position and lock the cart **21** releasably to the bracket **58** in position against the side wall. It is preferred that each locking pin **71** be tethered to the bracket **57** or side wall **[[125]]** **123** of the trailer **22** by a lanyard [[L]] **181**. Once the initial cart in each row $R^1$, $R^2$ is locked into position, each subsequent cart **21** can be positioned and retained in a similar manner until the rows $R^1$, $R^2$ are completed.

Please replace paragraph **[00042]** with the following amended paragraph:

**[00042]** Referring now to Figure 11B, it will be seen that the floors **131** of the carts **21** are elevated above the level of the floor **124** of the trailer **22** on which the carts **21** are supported. The leading front edge of each cart floor **131** may be, for example, about 7 1/2 inches above the floor **[[24]]** **124** of the trailer **22**.

Please replace paragraph **[00043]** with the following amended paragraph:

**[00043]** According to the invention, it is desirable to be able to unload the mini-pallets **30** of the containers **31** from the carts **21** using a two-wheeled hand truck **127**. In effecting this, it is further operatively desirable to support the hand truck **127** at generally the level of the cart floors

[[31]] 131 for engaging, lifting and transporting the mini-stacks **31** with the hand truck **127**. According to the invention, a false elevated floor **FF** is provided in the aisle **158** between the rows $R^1$, $R^2$ to provide an upper surface that is substantially level with the almost abutting forward edges of the cart floors **131**. While various methods of constructing a false floor **FF**, such as by laying down overturned pallets or multiple false floor sections in the aisle **158** are possible, the safest approach is to integrate such false flooring with the beverage carts **21**.

Please replace paragraph **[00044]** with the following amended paragraph:

**[00044]** Referring to Figures 4,5B, 5C, 11B, 5I and 5J, each cart **21** is provided with a deck section **72** having a generally rectangular platform configuration of predetermined length between opposite ends **72a**, **72b** thereof and a predetermined width between opposite front and back edges **72c**, **72d** thereof. The cart deck sections **72** are mounted by pivots or hinges **72e** (Figure 9D) along their back upper edges **72d** to the front ends of the cart base frames **28**. Each deck section **72** is pivotal about the axes of the hinges **72e** between an upright, stowed or closed position, illustrated in broken chain lines in Figure 5C, in which the deck section **72** extends along and is generally flush with the front corner rails **32** of the cart **21**, and a downwardly pivoted operating position, illustrated in solid lines in Figures 4, 5, and 9, in which an upper surface **72f** of each deck section **72** is substantially horizontal and level with the forward edge of the cart floor [[31]] 131 so as to form a horizontal extension of the cart floor [[31]] 131 forwardly of the cart **21**.

Please replace paragraph **[00045]** with the following amended paragraph:

**[00045]** With particular attention to Figures 5C, 5I, and5J, the deck sections **72** have support legs **73** mounted pivotally at **73a** to the underside of the deck sections **72** adjacent the forward

free edges **72c** of the deck sections **72.** The legs **73** may be referenced singly or multiply as leg structure. The legs **73** are coupled adjacent their lower free ends to forwardly extending brackets **28a**, fixed to the base frame **28**, by linkages, including rigid, non-foldable links **74**, pivoted at their respective front and rear ends to the legs **73** and base frame **[[28]]** brackets **28a**. The links **74** react to and are moveable with the pivoting movement of the deck sections **72** to position the legs **73** between a retracted position folded beneath and into the deck sections **72** when the deck sections are moved to the stowed position ~~(Figure 5)~~ (shown as a broken chain line in Figure 5C), and an extended floor-engaging vertical position in response to movement of the deck sections **72** to the horizontal use position (Figure 5C). The links **74** are pivoted at **74a** and **74b**. It will be seen that the pivots **72e**, **74a**, **73a**, and **74b** are arranged in generally parallelogram configuration in Figure 5C with the pivot or hinge point **72e** of the deck to the cart floor being rearward of link pivots **74a**.

Please replace paragraph **[00047]** with the following amended paragraph:

**[00047]** The deck sections **72** are spring-controlled in their movement between the stowed and use positions by gas springs **77** which bias the decks **72** over-center as the deck sections **72** move to operating position. The springs **77** positively retain or lock the deck sections **72** in both the stowed and use positions (Figure 5C). At least one or more, preferably two, gas springs **77** form part of the linkages or linkage assemblies. The gas springs **77** are of the usual type having a gas-filled cylinder **78** and a piston rod **79** which is extendable and retractable relative to the cylinder **78**. The gas springs **77** have a socket coupling **80** at each end (Figure 5I), connected to a laterally extending ball stud **81** provided on each cart on the deck section **72** and on the base frame **28**, respectively. The gas springs **77** are of such length and are positioned relative to the

hinge axis of each deck section **72** so as to assist an operator in bodily positioning the deck section **72** between the stowed and use positions, while moving over-center of the hinge axis as the deck section **72** moves to its extreme positions to provide spring-biased retention of the deck section **[[70]]** 72 in the stowed and use positions. The gas springs **77** in the stowed position are accommodated within recesses **77a** formed in the underside of the deck sections **72** (Figure 5I).

Please replace paragraph **[00049]** with the following amended paragraph:

**[00049]** When the compressing gas springs move past center (i.e. hinge axis **72e**) the gas springs exert pressure below the hinge axis **[[22e]]** 72e so that downward pressure is exerted on the deck **72** and legs **73**. This locks or retains the deck in horizontal position. When the deck **72** is to be restored to stowed position, little lifting force is required to extend the gas springs sufficiently to unlock deck **72** and legs **73**. As the deck swings up past the hinging axis **72e**, the gas springs **77**, which were compressed when swung downwardly, assist the upward pivoting movement of deck **72** and the pivoting of legs **73** via links **74** toward nested position. As shown best in Figures 4, 11B, and 9C, the predetermined length and width dimensions of the substantially abutting deck sections **72** are so selected as to provide a near-continuous elevated false floor surface along the aisle **158** at the same level as the front edge of the floor **[[31]]** 131 of the carts **[[22]]** 21, while the deck sections **72** of longitudinally adjacent and laterally opposite carts **[[22]]** 21 may be sized to substantially abut one another, it is preferred that some play be provided to account for tolerances and variations in the positioning of the carts by the brackets **57**. For example, about a half to one inch spacing **S** between the facing sides **72a**, **72b** and front edges **72c** of adjacent deck sections **72** will provide a near-continuous false floor **FF** while allowing for variations in tolerance and positioning (Figure 9C).

Please replace paragraph **[00050]** with the following amended paragraph:

**[00050]** The van trailer **22** is preferably of the type having a back door or doors **82** (Figure 13) that open to provide access to the interior of the trailer **22**. A conventional powered lift gate **83** provided at the unloading dock is movable between an elevated position (Figure 13) in which an upper surface **84** of the gate is level with the floor **[[24]]** <u>124</u> of the trailer **22**, and a lowered ground-engaging position facilitating the off-loading of cargo from the trailer **22**. It will be seen from Figure 13 that the false floor **FF** provided by the deck sections **72** is at a level above the upper surface **84** of the lift gate **83** when the latter is in the elevated position.

Please replace paragraph **[00051]** with the following amended paragraph:

**[00051]** According to one aspect of the invention, a ramp, generally designated **85**, is positioned between the false floor **FF** and the lift gate **83** to provide a transition between the floor **FF** and platform of the lift gate **83**. The ramp **85** has a body **86** supported on the floor **[[24]]** <u>124</u> of the trailer **22** adjacent the exposed side edges **87** of the rearward-most deck sections **[[70]]** <u>72</u> of the carts **21**. A pair of upturned hooks **88** are mounted on a forward end of the ramp body **86** and are extendable beneath the exposed side edges **72b** of the rearward-most deck sections **72** where they are received in corresponding recesses or sockets **89** provided on the underside of the deck sections **72** for securing the ramp **85** releasably to the false flooring end sections.

Please replace paragraph **[00052]** with the following amended paragraph:

**[00052]** The body **86** of the ramp **85** has a sloped support surface **90** that extends from the false floor **FF** to the upper surface **84** of the lift gate **83**. The support surface **90** is preferably

segmented to include a fixed section **91** and a hinged section **92** that is moveable about hinge **92a** selectively between an extended use position shown in solid lines in Figure [[18]] 13 in which the section **92** extends over and is supported on the surface **84** of the lift gate **83**, and a stowed position, shown in broken chain lines, in which the section **[[91]]** 92 is folded inwardly of the door **82** of van trailer **22** and its fixed section **[[92]]** 91, so as to provide clearance for the closing of the back door(s) **82** of the van or trailer **22**.

Please replace paragraph **[00053]** with the following amended paragraph:

**[00053]** Upon arrival at a point of delivery, the operator simply wheels the hand truck **[[127]]** 27 down the aisle along the elevated false floor **FF** and selects the cart or carts **[[22]]** 21 and location or locations of the mini-stacks of containers **31** within the cart(s) corresponding to the particular order involved. The hand truck **27** (Figure 8A), except for the nose plate which will be described hereinafter, is of conventional construction and has an upright handled frame 93 mounting a pair of wheels **94** off the back of the frame **93**, and a nose plate **95** off the front of the frame **93**. A typical hand truck is disclosed in U.S. patent 3,997,182.

Please replace paragraph **[00054]** with the following amended paragraph:

**[00054]** Referring to Figure [[14]] 8A, the nose plate **95** illustrated has a generally L-shaped profile with a generally horizontal load-supporting platform **96** and an upright back wall **97** fixed to the frame and supporting the platform **96**.

Please replace paragraph **[00055]** with the following amended paragraph:

**[00055]** To off-load the appropriate mini-stacks of containers **31**, the operator simply extends the platform **96** of the nose plate **95** beneath the mini-pallet **30**, which is elevated above the floor

131 of the cart 21 by spaced side feet or rails 98 (shown in Figures 6A-6D) to provide clearance below the mini pallet 30 for the nose plate 95. Once positioned, the operator rocks the hand truck [[127]] 27 rearwardly to transfer the palleted containers 31 onto the hand truck [[127]] 27.

Please replace paragraph [00056] with the following amended paragraph:

[00056] The mini-pallets involved with the present system has, in addition to side feet 98, a downwardly projecting central disc or piloting pad 99 that is generally cylindrical in configuration and engages the floor [[31]] 131 of the cart 21. The pad 99 is spaced inwardly from the front edge of the mini-pallet 30. One preferred embodiment of the mini-pallets 30 according to the present invention, designed in cooperation with Rehrig Pacific Company, Inc., is illustrated in Figures 6A-D. The primary functional aspects of the mini-pallets 30 include an upper open work planar surface 133 approximately 11" x 17" in size. This size will accommodate a case of 12 ounce canned beverages and other equivalent SKU package sizes. The mini-pallet 30 should not have a raised flange at the edges as the various SKUs have differing dimensions. Furthermore, mini-pallets 30 have a central support [[34]], or piloting pad 99 (Figure [[6B]] 6D), which is preferably circular in shape. At the longitudinal edges of mini-pallets 30 are supporting legs [[99]] 98 which together with the center support [[134]] 99 provide approximately 3/4" clearance for the planar open work surface 133. The planar surface 133 preferably contains many openings not only to reduce the amount of material used in manufacture, but also to permit easy drainage for any inadvertent beverage leakage. Bevels at the ends of supporting legs [[99]] 98 are preferably approximately 45°. The diameter of the center support [[134]] 99 is preferably about 3".

Please replace paragraph [00057] with the following amended paragraph:

**[00057]** The mini-pallets **30** are adapted to be utilized in connection with specially configured hand-trucks. A suitable hand-truck is the narrow aisle configuration of hand-truck model number B16-D-1040-C45-62 available from MagLine, Inc. The wing or tongue **96** of hand truck **[[127]] 27** shown in Figures 8A and 8B is specifically adapted to include a recess **100** sized only slightly larger than the center support **99** of mini-pallet **30**. The tongue **96** may be inserted in the approximate 3/4" clearance space **[[131]] 151** beneath a loaded mini-pallet **30**. In this fashion hand truck **127** may be used to easily lift the mini-pallet and any stack of soft drinks **31** on the pallet **30**. The mating of the tongue recess **100** of hand truck **127** and the central support member **99** of the mini-pallet assists in the positioning of the hand truck tongue **96** centrally beneath the mini-pallet **30**. When stacked, the central support **99** and edge supports **98** of a top mini-pallet **30** fit into corresponding indentations **129, 128** as shown in Figure 8B, of a bottom mini-pallet.

Please replace paragraph **[00060]** with the following amended paragraph:

**[00060]** As shown in Figure [[12]] 14, alternatively, the side and back walls **136** and **137** are modified to provide viewing slots **106** which are provided in two vertical rows **107** and **108** extending along the side edges of the side and back walls **136** and **137**, respectively. The through slots **106** are diagonally disposed to enhance their viewing function.

Please replace paragraph **[00061]** with the following amended paragraph:

**[00061]** Once the palleted containers **31** are loaded onto the platform **96** of the hand truck **27**, the operator simply wheels the hand truck **27** along the elevated false floor **FF** toward the open back **[[26]] 126** of the trailer **22**, down the ramp **85**, and onto the elevated lift gate **83**, whereupon

the gate **83** is lowered to the ground to permit the containers **31** to be wheeled into the facility of the retailer or other receiving party. The process is repeated until the delivery of the order is completed, after which the hand truck **27** is loaded onto the vehicle, the ramp **85** folded to the stowed position, the door(s) of the trailer **22** closed, and the trailer transported to the next delivery site.

Please replace paragraph **[00062]** with the following amended paragraph:

**[00062]** Once the trailer **22** has been emptied of product, it is returned to the distribution center where the ramp **85** is detached and removed, the deck sections **[[70]]** **72** raised to their stowed positions, and the carts **[[22]]** **21** unlocked and removed from the trailer **22** in reverse order for restocking with new product.

Please replace paragraph **[00063]** with the following amended paragraph:

**[00063]** If a combination route is being assembled with both bulk and route accounts, the last two mini-pallet containers **21** on either side of the aisle **158** may be rolled in the aisle **158** toward the front of the trailer **22** and secured using an aisle canvas door **122a**. This will permit the loading of four bulk pallets **159** in the rear of trailer **22** ~~as illustrated in Fig. 9A~~. As previously mentioned, the use of aisle pallet doors will also permit the loading of separate mini-pallet **30** and product **31** stacks in the aisle **158** as shown in Figures 11A and 10A.

Please replace paragraph **[00064]** with the following amended paragraph:

**[00064]** If a combination route is assembled, bulk pallets **159** must be delivered first. Once that delivery has taken place, the mini-pallet containers **21** in the aisle **[[58]]** **158** may be relocated to the sidewalls of the trailer **22** and the route may continue.

Please replace paragraph **[00065]** with the following amended paragraph:

**[00065]** Once at an account on his route, the driver will unfold the lift gate **152** and open the rear door **155**. The driver may then lower and ride up the lift gate **152** to a position level with the trailer floor and locate the product stacks **31** and the mini-pallet container **21** which correspond to the stock. The stop number is preferably located on each pallet ticket and attached to an easily visible clip bar **26** or placed in a clear plastic pocket **149** on the front of the canvas door **122** within each bay or mini-pallet or on each mini-pallet container **21**. The driver then releases the straps **[[23]]** 123 on the canvas door **122** and opens the door to the mini-pallet container **21** exposing the product stacks for that account. The product stacks **31** are then removed using the two-wheel hand truck **[[127]]** 27 which is designed to interface with the mini-pallet **30** at the bottom of each stack of product **31**. Hand trucks **[[127]]** 27 preferably have wheels spaced only about 18" or less apart to permit sufficient maneuverability within the trailer **22**.

Please replace paragraph **[00067]** with the following amended paragraph:

**[00067]** It will be appreciated that this delivery system provides increased productivity and maximizes case delivery per hour on delivery routes, in large part by reduction of frequency of handling product. In addition, this results in improved customer service levels, reduced instances of misloaded products, provides more time for delivery personnel to attend to product presentation in the customer outlet, and permits a driver to more accurately meet customer delivery window times. The mini-pallets **30** according the present invention will reduce product damage both during handling with hand trucks **[[127]]** 27, and when utilized as a base for in-store product displays by retailers.

Please replace paragraph **[00069]** with the following amended paragraph:

**[00069]** An alternative mini-pallet container **121** depicted in Figure 12, may be utilized to avoid the maintenance issues associated with casters **[[21]]** 29 on mini-pallet containers **21**. Such a mini-pallet container **121** would require a fork lift **19**, utilizing a custom clip attachment, to load and unload mini-pallet containers **121** from the truck trailer **22**. These mini-pallet containers **121** could be placed on a man ride pallet jack (not shown) to be traveled around the warehouse **10** by the order filler **19**. In all other material respects, the use of the mini-pallet container **121** in Figure [[10]] 12 is similar to the mini-pallet container **21** depicted in Figures 3A through 3D. It will be noted that unless the mini-pallet containers have casters **[[21]]** 29, it will not be possible to place a bulk load **59** at the end of the trailer **22** and maintain the extra mini-pallet containers **21** in the aisle of the trailer **50**. However, a combination trailer can still be loaded simply by utilizing only 10 or 12 mini-pallet containers **121** as shown in Figure [[9]] 11A, where ten mini-pallet containers **121** are in place together with four bulk pallets **159** for loading dock delivery.

Please replace paragraph **[00071]** with the following amended paragraph:

**[00071]** It will be understood that yet another variation of the use of account loaded mini-pallets **30** may be undertaken without the use of mini-pallet containers **21, 121**. In this scenario, the product stacks **31** are built to account orders on mini-pallets **30** within the warehouse and. then loaded by hand truck **127** into appropriate bays **157** on the trailer **22**. Figure 10A shows the use of mini-pallets **30** without any mini-pallet containers **21, 121**. In this setting, it is unnecessary to have flooring such as provided by fold down floors **25** to raise the height of the hand truck **[[127]]** 27 to the level of the mini-pallets **30** within mini-pallet containers **21, 121**.

Please replace paragraph **[00072]** with the following amended paragraph:

**[00072]** In the alternative design of Figure [[8A]] 10A, the folding curtains **122** are not found on mini-pallet containers **21, 121**, but are instead located at the front of each bay **[[57]] 157**. Once the trailer **22** is loaded, the canvas doors **122** are unfolded and attached to retain the product. During the delivery process, the driver/delivery person proceeds through the same steps except the product stacks **31** or mini-pallets **30** are simply unloaded from bays **157** rather than mini-pallet containers **21, 121**.